

It is notified in Saturday's *Gazette* that His Excellency the Governor has appointed Mr. Norman Gilbert Mitchell-Turner to be Honorary Secretary to the Board of Examiners.

The returns of the Collector of Stamp Revenue for May, 1884, as published in the *Gazette*, exhibit a total of £12,909.79, as compared with £15,208.06 in the corresponding month last year, showing a decrease of £2,298.27. Not less than \$1,014.45 of this sum is accounted for by a decrease in Court fees, while the income from transfers of shares shows a falling off of \$807.

RESOLUTIONS have been introduced in the United States Senate for the purpose of preventing 'aliens' from acquiring real estate. The resolutions are aimed at the British peers and capitalists who have recently acquired immense tracts of land in the South and West. The provisions of the Homestead Law as to naturalization and residence are to be brought into force against the so-called 'land-grabbers' from Europe.

The *San Francisco Times* reports that an attempt is being made by some gentlemen connected with Western Australia to start a grazing ground and cattle farm at Singapore for the supply of the market with fresh fat mutton and beef. The proposed land is to be brought from Western Australia in a few days, and then kept on the farm for a few days previous to killing. An application has been made to the Government for a piece of land for the purpose.

The London correspondent of the *Irish Times* reports the death of a postman who sold nick-nacks on a tray on London Bridge, and pretended to be deaf and dumb. Though clothed in rags, he was a Swiss gentleman of fortune, who, stung by remorse, had taken a vow that he would not open his lips for ten years, and that he would go bareheaded and barefooted, and forego for ten years all the advantages of civilization and the pleasures of the world. He died at his own home, and was in his fourteenth year of voluntary servitude when he died in Southwark Workhouse on Tuesday.

A CORPS of fifty telegraph clerks is to be forthwith formed from the Post Office volunteers for service with the regular army. They are to enlist for six years as first-class Army Reserve men. They already possess a fair military training, and some knowledge of camp duties, and as they will continue to be employed at the Post Office until actually called out for service, they will be always fully acquainted with the latest improvements in telegraphy. The plan of organizing specialists who are already fairly good soldiers with the regular forces for the discharge of special duties is an admirable one, and seems capable of considerable extension.

THERE has been another 'scene' at St. John's Church, Earlston. The organist, who has been appointed by the vicar to supersede Mr. Dunne—one of the defendants who was fined at Newton-on-Willows Petty Sessions—was in attendance, but when the organ accompaniment should have been played no instrumental music could be heard. This caused some delay in the service. On going to see what was the cause of the silence of the organ, the vicar found that the organ-blowers were 'on strike,' refusing to blow for the new organist. The service accordingly proceeded without any organ-playing.

A PROPOSAL of the telegram was published on Saturday stating that Germany intended taking official possession of a Colony on the West coast of Africa, we give the following from a home paper:—Prince Bismarck has submitted to the German Federal Council a measure which deserves attention, as it bids fair to mark an important new departure in our policy of the international policy of Germany. A session of two ago the Chancellor failed in his first attempt to pave the way for the foundation of a German Colonial Empire. The grant he demanded for the purchase of part of the Samoan Isles was refused by the Reichstag. Since that event, powerful agitation has sprung up in favour of the acquisition of German colonies, and calling for State help in promoting German commerce abroad. A German Colonial Institute has been started with such extraordinary success that within less than two years it has enrolled upwards of four thousand members, residing in nearly seven hundred cities at home and abroad. On the West Coast of Africa, at Angola, Piquena, and elsewhere, German merchants have founded factories, for the protection of which the national flag of the Colonial Empire of the future, the Berlin Government has shown itself by no means reluctant to send out vessels of the imperial navy. The new measure which Prince Bismarck has submitted to the Reichstag is designed to help to prepare the way for realizing the national desire for colonial and commercial expansion. The Chancellor proposes to subvention two lines of steamers, the one to run at regular intervals between Hamburg and China; and the other between Bremen and Australia. Poor as Germany is the scheme has been warmly received by all parties, Ministerialists and anti-Ministerialists alike, that it appears by no means improbable that Prince Bismarck will succeed in inducing the Reichstag to grant the subsidy he requires, amounting to no less than four million marks, or two hundred thousand pounds annually.

REVIEWS of visitors to the City Hall Museum for the week ending 15th June, 1884:—

	European.	Chinese.
Monday	54	533
Tuesday	49	427
Wednesday	42	335
Thursday	34	218
Friday	23	507
Saturday	33	551
Sunday		
Totals	222	2,071
Grand total	2,293	

AN extraordinary exhibition of skill has been shown in the billiard match between W. J. Peall and W. Mitchell. The pair were matched to play 1,000 up, with Mitchell owing 100 to his opponent, and the result was that in forty-four minutes Peall succeeded in scoring his 1,000 points while his opponent only put together 20. In compiling his score Peall at the outset made a break of 325 by means of the 'spot stroke,' and after his opponent had intervened with 11 added another 120 to the score. After a short interval two further breaks of 290 and 374 (unbroken) brought him to the end of the game in less than three-quarters of an hour. When it is recollected that 1,000 points have never before been made within an hour, and that

best known performance of the kind was 1,000 points in sixty-four minutes made by the same player in January last, it appears that the professional billiard players of to-day have attained a degree of skill and rapidity quite unknown in the past.

The *British Trade Journal* says:—A working model of Danieli's electric railway is on view at Union-Conce-chambers, Old Broad-street. This railway system is designed in the meantime for the carriage only of letters, parcels, and light freights at a high rate of speed (but capable, if the inventor's hopes are not too sanguine, of being adapted some day to passenger traffic). The train runs on one rail, and is prevented from falling off by its connection with another rail overhead, which also conveys the electric current to the motor. The construction is designed with the view of reducing friction to a minimum. The extraordinary speed of 100 to 200 miles an hour is aimed at by the inventor. In these circumstances, the desire to fully test the working of the system as a post and parcel railway, before adapting it to passenger service will be fully appreciated by all classes of travellers, nervous or otherwise. We may, however, look forward some day to coming in the morning to business in the city from the quiet vale, or from a snug villa on the borders of a Highland lake. To lunch at Manchester, dine at Newcastle-on-Tyne, theatre in town in the evening, and home to quiet country residence in Cornwall, will in the happy days to come be nothing out of the common.

Some very interesting experiments in submarine electric lighting have been conducted on the Clyde, at Greenock. The *Titanic*, a vessel built by Messrs Harland, Donald and Wilson for the fisheries at Batavia, has been fitted with machinery to supply current for a 15,000 candle-power lamp, which is intended to lower into the sea for a depth of ten fathoms or less, as the exigencies of the drift net fishing are. The whole of the electrical apparatus, as well as the gearing for raising and lowering the lamp, has been supplied by Messrs Paterson & Cooper, the current being supplied by one of their 4 dynamo machines, coupled direct to a Greyhound high speed engine, and running at 650 revolutions per minute. The lamp, which is enclosed in a flat-glass cylinder 18 inches in diameter, is suspended from a derrick over the vessel's side, and the two conductors consist of finely stranded wires, these conductors pass over pulleys on the end of the derrick, and the lamp is raised or lowered by a winch fitted to the bottom of the derrick. The trial lasted for four hours, during which time the lamp was submerged and kept alight with the full current of 60 amperes through it. The appearance on the surface of the water caused by the submerged lamp was very remarkable and pretty.

The United States squadron has arrived at Tenedos, and the Admiral telegraphed to General Wallace that he intended to go to Constantinople without waiting for a firman from the Sultan. This news created a certain sensation on account of the questions pending between the United States and the Porte regarding the rights of the United States in the Straits of the Bosphorus and the Dardanelles. The United States, not having signed the Treaty of Paris, regards the Dardanelles as a free zone, and it was therefore doubtful whether the United States could apply for a firman permitting the passage of the vessel. The Ottoman Minister in Washington has protested against the 'Bill submitted to Congress, claiming that American citizens, even in the case of a lawsuit with Ottoman subjects, must be tried by American Courts; and has pointed out that all other nations only claim consular jurisdiction for lawsuits when both parties are their own subjects. The Porte has determined not to recognize the views of the United States in this matter. Another point of dispute between the United States and Turkey has been created by the official declaration at Washington endorsing the views of General Wallace that the denunciation of the treaty of commerce made last year by the Porte is not valid, and that the treaty remains in force. A further matter at issue is that General Wallace has received a very strong protest concerning the question of the petroleum stores, which has been backed by a still stronger protest on the part of Russia.

Nor content with putting their victims to the question in the ordinary manner, the enterprising interviewers of America are introducing all kinds of subtle refinements into the process. Thus the representative of the *Morning Call* of San Francisco, proposing to interview Mr. Mapleton, who had just arrived in the Californian capital with his opera company, began by asking him whether he 'liked being interviewed.' Mr. Mapleton, knowing that in any case he would have to submit, replied that he did not mind, provided the interviewer who interviewed him could write something that people would read. The journalist seems to have regarded this statement as incredible. He accordingly pressed for an explanation, when Mr. Mapleton assured him that there was 'no better form of advertisement' and that it 'generally cost no more than a little courtesy.' This point having been settled, the interviewer proceeded to administer interrogatories on the subject of the special operative train in which the journey to Francisco had been made. 'The train prima donna,' said the manager, 'had their own parlor cars. We had three coaches working constantly for ourselves and Patti; and it was great fun stopping at places and forcing for chicken and other game.' The train had run almost without a hitch. 'Nevertheless, Patti and Garter were both as lively as kittens,' and Patti, instead of despairing, began to sing the air of 'The Queen of Night' from 'The Magic Flute' and would have finished it but that Nicolini rushed in and, tearing his hair, implored her not to sing, her voice would waste her singing in a railway carriage. The excitement all along the line was prodigious; and at Cheyenne the Legislative Assembly adjourned on the approach of the opera-train, and went out with a car full of champagne and cigars to meet it.

Those who have read—and who has not!—Warren's 'Diary of a Late Physician' can hardly have forgotten the picture he there gives of the early struggles of a young physician in London. It is interesting to compare his by no means wholly fictitious account with that which Dr. Charles J. B. Williams has lately published of his personal experience. During the first ten years (1840-1850) of his establishment as a physician in London his expenses exceeded

his receipts at an average of £200 a year. In 1840 the scale began to turn in his favour. In 1848 his professional income amounted to £3,600. Between 1853 and 1857, when he was in the fullest practice, he varied from £4,000 to £7,000 a year. It never exceeded the latter amount. His funds, 'My largest receipts, handsome as they were, did not equal those of fashionable physicians of older times, nor of the two or three special favourites of the present day.' In this connection one may note that the gains of a fashionable physician in Rome in Juvenal's days were equivalent to about £5,000 a year.

THE SUSPENSION OF THE ORIENTAL BANK IN MELBOURNE.

The closing of the Oriental Bank in Melbourne seems to have been attended with considerable excitement there. A firman had been good enough to forward to us a copy of the Melbourne *Herald* of May 15th, which is filled with accounts and incidents of the affair. The amount of gold deposited to the credit of the Bank in the Melbourne clearing house at the time of the suspension was £34,000. Against this the bank held exchanges for £50,000. There was thus a deficiency of £16,000. The Associated Banks will take the £34,000 in gold, and become creditors for £16,000, which is a trifling amount when divided between nine banks. A legal opinion was expressed that if the estate of the bank is to be liquidated under the direction of the English Court, it will take many months before a dividend is paid. The Bank's notes were on sale on the 5th May at fifteen and sixteen shillings the pound sterling. There are just about fifty Australian holders of the Bank's shares.

Somewhere about nine o'clock on the morning of 5th June the largest number of the bank was noticeable with stern and angry visage among the crowd. At ten o'clock he had Mr. Darvall's driver fetched up, and backed in to the side of the street, so that the police could get into the clearing the passage way. The sensation was the removal of the big customer's safe from the vault. Out it came, hoisted by strong men, and conspicuous in its bright green as it was walked, so to speak, upon the dry. Speculation was general, as to what the police had difficulty in clearing the passage way. The sensation was the removal of the big customer's safe from the vault. Out it came, hoisted by strong men, and conspicuous in its bright green as it was walked, so to speak, upon the dry. Speculation was general, as to what the police had difficulty in clearing the passage way.

There was no run on any of the other banks. One well-to-do citizen came hurrying in his phaeton from his suburban residence, accompanied by members of his family, and drew the reins opposite one of the banks which remain open. It was interesting to note the scrutiny he gave to the banking chamber on walking inside. All was quiet, only a few customers about, writing cheques at the table, or doing business at the counter. The clerks were in calm and bank-like as ever, no alteration even in the parting of their hair; or the set of the pen behind the ear, when not industriously scratching. The citizen was satisfied, and walked out again.

The Bank of New Zealand acted handsomely to its customers to whom it had paid the Oriental's notes on the afternoon of the day of the suspension. The news of the suspension was first published in Melbourne at about 2 o'clock on the afternoon of Saturday the 3rd May. In consideration of the impossibility of many receiving such notes just before closing time on Saturday to tender them for payment at the bank of issue, the management of the New Zealand Bank generously decided to cash all Oriental notes issued by them on that day, they having as usual, taken record of the numbers.

The *Herald* publishes a full resume of the charter of the Bank:—The original charter of the Oriental Bank is dated 30th August, 1861. It is a voluminous document, filling some twenty folios of foolscap, and there are several other supplementary charters, but they are principally extending the time during which the bank is empowered to carry on business, the latest being the time down to 30th August, 1880. The charter is signed by Messrs Harry George Gordon, Richard Harleyn, Kennedy, Adam Duffy, Henry Allen Harrison, William Esdaile, James Marshall, and all others who may become possessed of shares, a body public and corporate, and the bank is empowered to carry on business, and to do so, as may be necessary for carrying on the business, provided that the whole of such houses, buildings, and lands shall not exceed the yearly value of £2000. It is declared that the Corporation is established for carrying on the business of banking, and it is empowered to issue notes on Ceylon, Hongkong, China or elsewhere. There is a provision that specie equal to at least one-third of the amount of the notes in circulation shall be kept at the bank or branch bank. It is provided that all the debts and engagements of the Bank to the public, contracted over and above the amount of deposits or banking accounts shall not exceed twice the amount of the capital subscribed, and actually paid-up; also that the amount of notes in circulation shall not at any time exceed the amount of capital actually paid-up, unless with the sanction of the Treasury Commissioners. It is ordained that the capital of the corporation shall consist of £300,000, of £20,000 shares of £25 each, together with a certain reserved surplus fund and such other moneys as the shareholders may think fit to pay up within three years, the sum of £300,000 to be taken to be the capital of the bank. There is also a provision for further increase of capital up to £2,000,000. It is provided that if in the opinion of the shareholders, whose decision is to be final, there shall be a loss of a third of the capital actually paid up, it shall be lawful for the shareholders at any annual or special general meeting to wind up the affairs of the bank. The six persons previously named as appointed directors and the number is limited to twelve. It is provided that much of the net profits which shall accrue after making provision for bad and doubtful debts, but not exceeding the fourth part of the profits shall form part of a reserve surplus fund.

It is provided that no shareholder shall be entitled to vote in respect of shares unless he shall have held them for six months previous to the meeting. In the event of a suspension of specie payments at any bank or branch bank for 60 days, either successively or at intervals in one year, it is provided that all the powers and privileges of the bank in connection with the issuing of notes shall absolutely cease, unless the Commissioners of the Treasury authorize their continuance. It is provided that, in the event of a revocation of the charter, the property of the bank shall be converted into money, and the shareholders with all convenient speed; that all the money received, and all the bank's assets, and, if necessary, all moneys remaining unpaid by the shareholders on account of their shares which shall forthwith be called for and paid, shall be applied in paying the debts of the corporation, and that the surplus if any shall be divided among the shareholders, and that the corporation shall wind up its affairs. It is also declared that on the winding up of the bank's affairs all and every proprietor or shareholder of the capital of the bank shall be liable to contribute to the payment of debts and liabilities of the corporation to the extent of twice the amount of their subscribed shares, that is, for the amount or so much thereof as shall not have been previously repaid or paid in full, and in proportion to the amount so subscribed. It is provided that the corporation shall not become possessed of any of the capital or stock of the corporation nor make advances upon the security of such stock, and that in all cases in which the corporation is bound to make advances, the responsibility of the original holder shall continue for six months after the date of transfer.

Apparently there is no special provision for the payment of the notes. The stoppage of the bank will not occasion any particular embarrassment to the Government although the amount lying to the credit of the public account, with interest, is about £180,000, which will be locked up for an indefinite period. A large number of incidents in connection with the stoppage are reported in the *Herald*, and we select the following:—

This morning (May 5th) almost everyone for miles round the bank was in the street. The crowd gathered all day outside the bank, and the police were kept busy in clearing the passage way. The sensation was the removal of the big customer's safe from the vault. Out it came, hoisted by strong men, and conspicuous in its bright green as it was walked, so to speak, upon the dry. Speculation was general, as to what the police had difficulty in clearing the passage way.

On the 5th day of the stoppage was a written placard, 'Closed by orders from the head office in London.' Chas. J. Hepburn, Manager. There was an angry look about that signature of 'Chas. J. Hepburn.' We could imagine the savage stroke of the pen with which it was appended. For the bank has, we heard, been managed and prospered in Victoria, but borne down by banking at the other end of the globe.

On Saturday, between 12 and 1 o'clock, the captain of a Norwegian ship paid to a well-known Melbourne shipping agent the sum of £1,000, being the amount of his account for commission. The payment was made in Oriental Bank notes, and the shipping agent gave the usual stamped receipt in settlement, and the ship captain proceeded to Sandridge. About 3 o'clock in the afternoon the captain was doing some business in Mr. Jones's, Jewellers, when Sandridge, when the shipping agent, who had been in search of the captain, walked into the shop and asked the latter to let him see the receipt he had previously given him, and the ship captain unsuspectingly produced the receipt, which the agent at once took, and then he asked the captain to lend him a large amount of money, pulled out of his pocket the 100 notes and threw them upon the shop counter. The ship captain undressed to regain the receipt, but the other party departed forthwith, leaving the bank notes upon the counter, where they lay for some time. The ship captain, who they say retained the matter in the hands of Mr. Croker, solicitor.

A most pitiable scene was witnessed at the Prahran Market on Saturday night. A tradesman was doing an unusually large business, and had no time to read the *Herald* containing the news of the stoppage of the Oriental Bank. He found out late in the evening that many customers who patronized him for the first time were persons who had Oriental notes to change. He became quite stupefied as he awoke to the real state of affairs. He had been changing all along Oriental notes and all his cash, a large amount of money, and he had been converted into Oriental notes. The man had to be taken home quite brokenhearted.

Mr. Edward Wecker, the well known racing man, who deals largely in horses, who he ships to India, deposited on Saturday morning a very large sum of money in the Oriental Bank. A friend of his did the same, and the amounts are said to be many thousands of pounds. They went to the bank to place their money in the bank, and were greatly agitated on reading the news of the stoppage in the *Herald* on their return to town.

Messrs Johnson Bros., fruiterers, of the Western Market, who sold out their business lately, placed £15,000 in the Oriental Bank, and were greatly agitated on reading the news of the stoppage in the *Herald* on their return to town.

One of the habits of Beehive, who happened to be possessed of a £20 Oriental Bank note, is stated to have suddenly remembered on hearing that he owed an account at a grocery establishment round the corner, and thereupon he went to the shop and discharged it. When he received his receipt and his change, a happy smile was seen to light up his countenance, which was no doubt due to the pleasurable consciousness of having done a righteous action. 'We cannot say whether the grocer felt similarly happy.'

A Mrs Middleton, a property owner residing in Wilson street, South Yarra, sold during last week property for £750 to a gentleman from Western Port. The purchase was completed on Thursday last, and an amount of £750 was paid to her for the amount was sent to the lady by Messrs Davis and Campbell, solicitors. Mrs Middleton, however, neglected to cash it. Curious to say, this is the third banking institution in Victoria in which Mrs Middleton was interested, and stopped payment. She lost money in the Provincial Bank, and the Provincial and Suburban.

CORRESPONDENCE.

THE PROPOSED TRAMWAY TO THE PEAK.

To the Editor of the 'CHINA MAIL.' June 15.

Sir,—Almost a stranger in Hongkong, I took up the Peak yesterday, and amid the heat and fatigue of the ascent wondered that a project for constructing a tramway had not been set on foot by this time to convey passengers up, and down from, the many residences on the hill tops. On enquiry I heard that such a project has been mooted.

An undertaking of this kind does not necessarily demand a great outlay. A double line with circular ends, an endless rope or band running in grooved wheels, a few light cars and a stationary driving engine of about 10, 15 or 20-horse power would be necessary and sufficient for ordinary purposes.

To run the cars up an incline of about 35° would not by any means be an insurmountable difficulty; it would in fact be comparatively simple. The great obstacle to the expenditure of much time, and it can hardly be considered inexpensive. Persons could run up there and obtain any amount of refreshing sea breeze in the evening, after an ascent occupying something less than five minutes. It would doubtless be an incalculable boon to a practically unlimited number of people, besides proving, I believe, a great financial success to enterprising speculators.

SANITARY.

To the Editor of the 'CHINA MAIL.' Sir,—The following remark appears in your paper of Saturday evening: 'It is in some of the thoroughfares of the native quarters that the most offensive odours are to be found on the edges of the roadways. If you will go so far as to proceed along the road-way behind the European houses in Upper Wyndham Street, you will see that just as the road is about to turn, the odour is very offensive, and it is not a great deal more used if it were not that the heaps of decaying animal and vegetable matter which are always there render it positively unmanageable. I have several times seen one of the Nuisance Inspectors passing through it, but they do not take much notice of it, and it is not so offensive as it is in a year. With one side of a house is just as dangerous as the other. The fact is that the scavengers are left a great deal too much to themselves. What is wanted is more European outdoor supervision. The contract of our principal streets are pitifully clean, the corners and back streets are disgracefully dirty.'

Yours truly,
W. DORRICK.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Hon. J. Russell, Acting Chief Justice.)

Monday, June 16.

CHONG SIK HIN alias CHONG KAI K. HO YU TONG alias HO YU, and CHANG YAU, Mr. E. Macdonald, instructed by Mr. Arlidge, from Mr. E. Macdonald, appeared on behalf of Dr. Ho Kai, and represented plaintiff. The first defendant appeared personally, and stated that the second defendant was not present and that he had engaged Mr. Denney.

This was a case brought to obtain a decree for the specific performance of a contract. According to plaintiff's petition he is a gentleman residing No. 27, Wyndham Street; and the defendants are both contractors carrying on business in Hongkong. In August, 1881, defendants agreed to buy from plaintiff the remaining portion of Island Lot 151 B, together with the house thereon, situated in Queen's Road, for the sum of \$8,200. \$400 were paid as bargain money, but the contract has never been completed. Since the property was sold, it has been deteriorated in value. Plaintiff sought that the contract might be decreed to complete the bargain, or pay him the sum of \$5,000 as damages. Decree with costs given in favour of plaintiff.

IN SUMMARY JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice.)

Monday, June 16.

JAMES RANDEL v. A. E. ABRAHAM—\$850. Mr. E. Macdonald appeared for the plaintiff; and Mr. Wotton for the defendant. Plaintiff's case is as follows:—He is a share broker, and in that capacity he has had several transactions with defendant, who described himself as being the proprietor of the Novelty Store. About the 7th March, he sold to plaintiff a quantity of goods, and plaintiff paid him \$500 for the same. Plaintiff sought that the contract be decreed to complete the bargain, or pay him the sum of \$5,000 as damages. Decree with costs given in favour of plaintiff.

JOHN SHORING, a private in the 'Buffs' was charged with stealing 60 cents from the stall of Pang Asing, a money changer, on the 14th inst. Complainant's evidence was to the effect that the defendant came to his stall and asking him for a cigar, took up a pile of copper cents which the complainant was sorting on the counter, and after getting the cigar, gave complainant two of the cents he had taken up and putting the rest into his pocket, ran away. Defendant stated that there were two rail-roads in the stall, and that he was charged with the money, but he did not know the sailors, nor had he said anything about them when charged at the Central Station. Captain Backhouse, of the 'Buffs,' appeared and stated that defendant was a man of very bad character, and had been convicted of prison a few months. He was now sent to goal for seven days' hard labour.

LARCENY.

YOUNG SUI, a widow, and a girl named Wong Sui Lin, were charged with stealing clothing to the value of \$80, the property of the second defendant's mistress, Chum Ahai. Mr. Caldwell appeared for the first defendant. The second defendant admitted stealing the articles of clothing from her mistress, and the first defendant was convicted of illegally pawning the same, well knowing that they did not belong to the second defendant. Defendants were each sentenced to six months' hard labour.

called at the store or house. In addition to the sum of \$812.50, plaintiff claimed \$37.50 for brokerage, and produced a commission order given by defendant in plaintiff's favour. Plaintiff, however, said he had never been able to obtain the money on account of the defendant having no funds. Plaintiff was unable to show to his Lordship's satisfaction where any loss or damages were sustained by anybody in the transaction. Plaintiff had sold his shares to Mr. J. P. de Costa, who, however, was willing to wait a month or two.

In the course of the plaintiff's evidence, the memorandum and contract notes were produced; and also a document by which Mr. Vieira transferred to the plaintiff all the shares purchased in his name. In putting in the memorandum notes, plaintiff mentioned that he had to pay a fine of \$50 to the stamp collector for not stamping the notes, and that the notes themselves had been impounded. When the document of transfer was put in, Mr. Wotton objected to the document, saying if it was anything at all, it was an assignment of debt. He also objected to it on the grounds of it being insufficiently stamped. Mr. Caldwell said he would be willing to defray the expenses of the additional stamping.

While the argument on this point was proceeding, plaintiff interposed, and said that he knew for a fact that nearly all the public companies in the place transferred thousands of dollars' worth of shares at nominal values, say at a dollar. Nearly everybody in Court knew that. His Lordship discredited the statement, but said if it was so, it was time the attention of Mr. Lister was called to the subject. Defendant admitted that he had sold the 50 shares to Mr. Vieira, and that plaintiff was entitled to the brokerage on the transaction. Plaintiff had been paid \$5, and defendant had received \$30 from Court in full settlement of the plaintiff's claims. Defendant supported plaintiff's story in the main; there were one or two differences. He admitted the agreement with Mr. Vieira, to whom he was responsible. With reference to the contract he alleged that plaintiff had him to understand distinctly that the shares were being bought by Mr. Pereira. He found out when he was called to the Police Court to give evidence regarding the memorandum notes, however, that Mr. Pereira had had nothing to do with the transaction. He therefore considered the contract of entitly, and that plaintiff was not entitled either to the difference in premium or brokerage. He had not read the real contract note; he trusted to plaintiff.

When asked by his Lordship if he had done anything towards discharging his obligation on the shares, defendant said he had not and again brought up the fact that the contract with Mr. Pereira was off. His Lordship expressed his disapproval of the defendant's action. He thought it quite clear that the money was due to some one, and that it did not matter to whom it was paid. He urged on the parties to try and come to some understanding on the matter. Mr. Wotton had urged that plaintiff ought to be compensated for the fact that he had not known his mistake, and that it was impossible for him to see on the contract with Mr. Vieira. His Lordship said Mr. Wotton was quite entitled to urge these objections; and there were several other circumstances which would have to be taken into consideration if the case was to be decided on purely legal grounds. It was plain to him, however, that in justice and equity the money was due by defendant. He would adjourn the case for a couple of days to see if some arrangement could not be made.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JUNE 14.

Station.	Barometer at 4 p.m.	Therm. at 4 p.m.	Wind.	Sea.	Remarks.
Hankow	30.81	87.0	SW	2	b
Hongkong	30.78	81.7	SW	2	c
Amoy	30.75	84.0	S	3	c
Foochow	30.74	81.0	W	1	b
Shanghai	30.74	82.5	NE	4	c
Nagasaki	30.64		SW	2	c
Wakatsuki	30.87	47.0	SE	1	c

Hongkong Observatory, June 15.

AT 10 A.M.—JUNE 15.

Station.	Barometer at 10 a.m.	Therm. at 10 a.m.	Wind.	Sea.	Remarks.
Hankow	30.86	87.0	SW	2	b
Hongkong	30.85	82.7	SW	2	c
Amoy	30.71	82.0	SW	3	c
Foochow	30.70	83.0	SW	3	c
Shanghai	30.71	85.0	NE	4	c
Nagasaki	30.67		SW	3	c
Wakatsuki	30.88	48.0	SE	1	c

Hongkong Observatory, June 16.

AT 10 A.M.—JUNE 16.

Station.	Barometer at 10 a.m.	Therm. at 10 a.m.	Wind.	Sea.	Remarks.
Hankow	30.86	87.0	SW	2	b
Hongkong	30.85	82.7	SW	2	c
Amoy	30.71	82.0	SW	3	c
Foochow	30.70	83.0	SW	3	c
Shanghai	30.71	85.0	NE	4	c
Nagasaki	30.67		SW	3	c
Wakatsuki	30.88	48.0	SE	1	c

Hongkong Observatory, June 16.

METEOROLOGICAL REGISTER.

Station.	Previous day at 4 p.m.	On date at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.70	29.65	29.70	29.70
Thermometer	85.1	85.6	80.1	80.1
Humidity	70	73	64	64
Direction of wind	SW	SW	SW	SW
Force	2	2	2	2
Weather	c	c	c	c
Rain				

W. DORRICK, Government Astronomer.

Hongkong Observatory, June 15.

AT 10 A.M.—JUNE 15.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
SUZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON;
AND
ROMA, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATANG, PEKAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *HYDRA*, Captain G. SCHREIBER, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUZ, CANAL and usual Ports of Call, on THURSDAY, the 19th June, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Special Goods at the Office until 10 a.m. on the day of sailing. For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The *General and Value of Packages* are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. McIVER, Superintendant.

Hongkong, June 9, 1884. 956

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATANG, COLOMBO, ADEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS,
NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
AND
LONDON AND ANTWERP.

ON THURSDAY, the 26th June, 1884, at Noon, the Company's S.S. *SAINT-LOUIS*, Commanded by M. de MALLERIE, will leave this Port for the above places.

Cargo and Special Goods will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 26th June, 1884.

Cargo will be received on board until 4 p.m. Special Goods until 3 p.m. on the 26th June, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

I. MARTIN, Acting Agent.

Hongkong, June 13, 1884. 974

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARDER & Co.

Hongkong, November 6, 1883. 855

LANGSHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored thereon, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or for other information, apply to

ARNHOLD, KARDER & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 406

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 10, 1881. 938

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except blank file Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspaper or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual personal correspondence, such as invoices, deeds, copies, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents. The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

This Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

Registration, 10 cents each.

Newspapers, 2 cents each.

Books, Patterns and Conn. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Ceylon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Canton, and other places in the Postal Union.

Letters, 10 cents per 1/2 oz.

Post Cards, 3 cents each.

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2. The following cannot be transmitted:—
Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Malt, Fish, Gums, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Parcel Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:—
1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Office, 5 lbs. If with, not intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handkerchiefs, &c., although in a broken or deteriorated condition.

Chair, Jinricksha, and Boat Hire.

RENTAL TABLE OF FAIRS FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and ordinary Pullerway Boats.

Half hour, ... 10 cts. Hour, ... 20 cts. Three hours, 50 cts. Six hours, 70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

Return (direct or by P. & O. Ferry).

Four Coolies, ... \$1.30

Three Coolies, ... 1.20

Two Coolies, ... 1.00

TO VICTORIA GAP (BY LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 0.50

Two Coolies, ... 0.40

Return (direct or by P. & O. Ferry).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), ... \$0.75 each Coolie. (12 hours) Gap, ... \$0.60 each Coolie.

Jinricksha.

Quarter of an hour or less, ... 5 cts.

Half an hour, ... 10 "

One hour, ... 15 "

Three hours, ... 35 "

Six hours, ... 50 "

One day (12 hours), ... 50 "

Por trip to Shaohkwan or Pokfulam, from the centre of the Town, ... 20 "

Return, ... 35 "

Por trip to Aberdeen, from the centre of the Town, ... 25 "

Return, ... 40 "

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Drivers (each).

Hour, ... 10 cents.

Half day, ... 30 cents.

Day, ... 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900

pietels, per Day, ... \$3.00

1st Class Cargo Boat of 8 or 900

pietels, per Load, ... 2.00

2nd Class Cargo Boat of 600

pietels, per Day, ... 2.50

2nd Class Cargo Boat of 600

pietels, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of 300 pietels, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kau Boat of 300 pietels, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of 300 pietels, Half Day, ... 50

Sampans.

or Pullerway Boats, per Day, ... \$1.00

One Hour, ... 20 "

Half an Hour, ... 10 "

After 6 p.m., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 33 cents.

Half Day, ... 20 "

Three Hours, ... 12 "

One Hour, ... 5 "

Half Hour, ... 3 "

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.